

## In this issue:

New PASERWARE release .....	1
Enhancements approved .....	2
CMAQ program continues.....	3
WISLR update .....	5
Calendar of events.....	6



## New PASERWARE release

PASERWARE 3.0 will be released this November in a series of one-day training courses beginning in November. Training dates and locations are listed at the end of this article. Only training participants will receive the version 3.0 CD and user's manual. *Look for the brochure that will be mailed to every local government in the near future to sign up for training.* Additional training sessions will be conducted in the spring and summer of 2005 for those not able to attend the November series.

PASERWARE 3.0 is very different from previous versions. It is written to be compatible with the data structure of WISLR, the state local roads database, and to support the transfer of data from WISLR to PASERWARE and back to WISLR. This will be useful in uploading pavement condition ratings reported in December 2005 in WISLR.

Version 3.0 has two separate databases that will be downloaded from WISLR. The first contains all of the road names with the intersections on each road and the distance between the intersections. The second database contains all of the pavement information, including detailed physical and operational attributes.

Because the pavement sections are described using the ON/AT system, there is a direct link between the two databases that allows pavement sections to be precisely located and displayed using the WISLR mapping capability. Due to WISLR/PASERWARE compatibility requirements, there are a number of data control elements in PASERWARE 3.0 and a number of new audit reports that help users check the accuracy of the downloaded data and verify the correctness of any changes that they may make.

*Continued on page 2*



*Frank Busalacchi, Secretary,  
Wisconsin Department  
of Transportation*

## Message from WisDOT Secretary Frank Busalacchi

If it seems like there are more vehicles on Wisconsin roadways than ever before, it's not just your imagination. The Wisconsin Department of Transportation (WisDOT) routinely calculates statewide vehicle miles of travel or VMT, to help gauge the overall demand being placed on the 113,269 miles of state, county and local roadways in Wisconsin.

During the year 2003, total statewide VMT reached 59 billion 617 million miles—an increase of 1.5% over the previous year. For the record, VMT increased 2.6% in 2002, remained constant in 2001, rose 0.5% in 2000, 1.6% in 1999, and grew 4.3% in 1998—a year when record low fuel prices prevailed. WisDOT's Traffic Forecasting Section calculates VMT by combining data on statewide fuel consumption; and average gas mileage while utilizing traffic count information. The resulting information is especially useful as a long-term highway-planning tool.

*Continued on page 3*



*Don Kush, Council Chair, Senior  
Planner, West Central Wisconsin  
Regional Planning Commission*

## Message from WisDOT Council Chair Don Kush

As 2004 comes to a close, we can look back with a sense of accomplishment over a number of Council initiatives that have come to completion this past year. Specific projects that are highlighted in this newsletter include the completion of the new PASERWARE 3.0 pavement management software program, and the availability of the WISLR database with its analytical capabilities. These two major accomplishments have been a long time in the design and development process, and their completion is the result of the tireless efforts of a dedicated professional staff from the UW-Transportation Information Center and WisDOT. These two products will provide local officials with improved capabilities to conduct road improvement needs assessments and prioritize improvement work to maximize investment dollars.

*Continued on page 4*



◀ City of Milwaukee lakefront bicycle and pedestrian trail Transportation Enhancement Project

## Transportation Enhancements (TE) projects approved statewide

Governor Jim Doyle recently announced the approval of \$9 million in federal funds for the 2005–2007 Statewide Multi-modal Improvement Program (SMIP). The approved program funds 24 projects in fiscal years 2006 and 2007 to build bicycle and pedestrian facilities; restore historic transportation structures such as railroad depots, and to implement streetscaping and landscaping projects along highways and Main Streets. The approved projects can be found at the following Web site:

<http://www.dot.wisconsin.gov/localgov/docs/te-grants.pdf>.

WisDOT was only able to fund a limited number of the 135 eligible projects submitted this year compared to previous funding cycles. Elimination of the STP-Discretionary program's funding in the current state budget was the major issue. Depending on the outcome of the pending federal transportation bill reauthorization and its impact on the state transportation budget, it is possible that additional funding may become available in the coming year. If more resources become available as a result of federal and state budget changes, we will fund additional projects remaining on the 2005–2007 list.

TE projects are funded with 80% federal and 20% local match. Most of the projects are let locally rather than by the state. For additional information, please contact statewide Program Manager John Duffe at (608)264-8723 or via e-mail at [john.duffe@dot.state.wi.us](mailto:john.duffe@dot.state.wi.us). Applications for the 2007–2009 SMIP program will again be accepted in early 2006. ▲

### Electronic newsletter

The Local Roads and Streets Council newsletter is available exclusively in an electronic format. The newsletter is sent via e-mail to the addresses we have on file in our newsletter distribution list. The newsletter is also available at the WisDOT Web site <http://www.dot.wisconsin.gov/localgov/lrsc/newsletters.htm>

Copies of previous newsletters are also available on the Internet at the same address. To add or change e-mail addresses in the newsletter distribution list, please contact the LRSC via e-mail at [lrsc@dot.state.wi.us](mailto:lrsc@dot.state.wi.us), or contact WisDOT's Kathryn Andren at [kathryn.andren@dot.state.wi.us](mailto:kathryn.andren@dot.state.wi.us) or (608)267-0448.

## PASERWARE release

*Continued from page 1*

Like previous versions of PASERWARE, users will be able to inventory their local roads and conditions, keep a maintenance history of work done on their roads, calculate the costs of fixing their roads, create yearly budgets, and forecast the condition of their road system for various budget amounts and project selections.

The analysis in PASERWARE is not only helpful in preparing budgets and capital improvement programs, but also in presenting information about the consequences of budget decisions to elected officials and the public. Users with maintenance history files will have the option of exporting them to the new version.

### What you will learn during the PASERWARE 3.0 training sessions:

- How to inventory roads
- Record pavement conditions
- Keep maintenance history
- Prioritize road maintenance needs
- Estimate future project costs
- Evaluate alternate budgets and road projects
- Communicate more effectively with the public
- Submit pavement condition ratings to WisDOT

### In this workshop, you will:

- Brush up your ON/AT location description skills

- Learn how to use PASERWARE 3.0 to manage pavements and communicate road needs more effectively.
- See a demonstration of PASERWARE 3.0
- Receive PASERWARE 3.0

### Who will benefit:

This workshop is for local officials and their consultants who want to better manage their pavements, including those who:

- Inspect and rate the pavements
- Enter the information into the computer and run reports
- Recommend what roads to maintain and rebuild
- Decide maintenance policies and programs
- Explain road maintenance policies and programs
- Submit pavement ratings to WisDOT, due next in December 2005

### 2004 dates and locations

November 9 ..... Green Bay  
 November 10 ..... Rhinelander  
 November 11 ..... Stevens Point  
 November 17 ..... Menomonee Falls  
 November 18 ..... Barneveld  
 December 14 ..... Eau Claire  
 December 15 ..... Tomah  
 December 16 ..... Cable

For more information, please contact the University of Wisconsin-Transportation Information Center at (800)442-4615 or via e-mail at [tic@epd.engr.wisc.edu](mailto:tic@epd.engr.wisc.edu) ▲

## Secretary's message

*Continued from page 1*

Compiling VMT data also allows us to calculate vehicle crash rates that provide a more accurate “measuring stick” to help us determine how Wisconsin compares to other states in the area of highway safety.

A detailed analysis of the 2003 VMT data unveiled another interesting trend: for the first time, more travel was recorded on urban roadways than rural roads. Overall urban VMT totaled 30 billion 154 million miles and broke down as follows: 11 billion 515 miles traveled on municipal streets; 10 billion 194 million miles traveled on urban state highways; 4 billion, 838 million miles traveled on urban interstates; and 3 billion, 607 million miles traveled on urban county highways. The bottom line: just over half the VMT (50.6%) took place on urban roadways.

One theory behind this traffic “shift” is that overall rural roadway mileage has decreased as our urban areas continue to expand. At the same time, development of new subdivisions has generated additional roadways and more traffic in urban areas. But from the larger perspective, the increasing traffic demand being placed on urban roadways underscores the important role of the Local Roads and Streets Council (LRSC) and your ongoing efforts to identify key issues and solutions as they pertain to our local road system.

Thanks to the LRSC's initiative to establish the Wisconsin Information System for Local Roads (WISLR), we are developing a comprehensive picture and fostering a broader understanding of the approximately 100,000-mile local roadway system. The WISLR database means federal, state and local officials will have the detailed information they need to make informed decisions. And as we all know, during these challenging times, it's more important than ever that we direct our limited transportation resources to areas that promise the greatest economic and safety benefits. Following this same general principle, we continue to emphasize preservation of our current transportation infrastructure and focusing on ways to maximize the safe, efficient use of existing roadways.

Along with the growth in urban traffic, there are other factors contributing to the overall rise in VMT. These include: 32,600 more state residents, 46,300 more

*Continued on page 4*



Milwaukee Amtrak Station renovation project

## Program spotlight:

### The Congestion Mitigation and Air Quality program continues to fund air quality-related transportation projects in southeastern Wisconsin.

The Congestion Mitigation and Air Quality (CMAQ) program is one of several unique transportation programs that began with the Intermodal Surface Transportation Efficiency Act and was continued with the Transportation Equity Act for the 21st Century. The program began about the same time as the federal Clean Air Act Amendments were passed in the early 1990s. In Wisconsin, only counties that are non-attainment or maintenance for ground level ozone (aka smog) are eligible for the program. The eligible counties are Door, Kenosha, Kewaunee, Manitowoc, Milwaukee, Ozaukee, Racine, Sheboygan, Walworth, Washington, and Waukesha. Eligible projects are specified in federal guidelines and generally include projects that reduce auto trips and vehicle miles of travel, improve traffic flow or implement various vehicle and fuel technologies that reduce mobile source emissions from cars, trucks and buses.

Under the CMAQ program, funds are available to local units of government, state agencies and private entities if they have a public sponsor with taxing authority willing to sponsor their project. As with most federal aid programs, the funding split is 80% federal and 20% local sponsor. Project sponsors must pay costs up front and seek reimbursement from the state. As with the Transportation Enhancements program, the majority of projects are Local Let Contracts. Project minimums are \$100,000 in total costs for construction projects and \$25,000 for non-construction projects.

Projects must meet applicable state and federal requirements. Examples of common eligible projects in Wisconsin include:

- Capital and operating assistance for new and expanded transit services
- Rideshare promotion, vanpool purchases and park and ride lots
- Pedestrian and bicycle facilities
- Alternate/clean-fuel vehicles and fueling facilities
- Traffic mitigation projects that improve traffic flow and reduce pollution
- Inspection and maintenance program support
- Marketing programs designed to increase the public's awareness of air quality and transportation issues

Project applications are accepted in odd calendar years' with applications available in January and due in early April. Two years worth of funding is made available to projects for the three fiscal years following the calendar year in which projects are selected. For example, in 2005, projects are developed for fiscal year 2006–2008 funding, with most of the construction scheduled for 2007 and 2008. As of state fiscal year 2005, \$11.6 million of federal funds are available per year. WisDOT, Department of Natural Resources and Metropolitan Planning Organization (MPO) staff reviews projects. Most CMAQ projects fall within the jurisdiction of the Southeastern Wisconsin Regional Planning Commission that estimates emission reductions expected from the candidate CMAQ projects. Projects receive final review and approval from the governing bodies of the MPOs and the WisDOT Secretary.

*For additional information on the CMAQ program, please contact statewide Program Manager John Duffe at (608) 264-8723 or via e-mail at [john.duffe@dot.state.wi.us](mailto:john.duffe@dot.state.wi.us)* ▲



## Council Chair's message

*Continued from page 1*

In addition, the environmental streamlining efforts conducted by the Regulatory, Environmental and Legislative (REAL) Committee have advanced to become a state budgetary consideration for the Legislature and Governor. This significant initiative to improve the efficiency of the environmental review process for local road projects has garnered the support of both environmental and transportation interests. This proposal to designate a single point of contact to coordinate the environmental review process for local road improvement projects also comes with an education and training component to help ensure the long-term success of this initiative. The implementation of this proposal will not only improve the level of state service to local units of government, but will also contribute to strengthening state and local partnerships.

The Council's Education and Communication (E & C) Committee has made advances in the development and dissemination of information about the Council and the activities of its committees. The establishment of a Web page on the WisDOT Web site has enabled the Council to significantly expand its information coverage, while substantially reducing its printing and mailing costs for its hard copy informational articles and newsletters. The E & C Committee has also been active in maintaining up-to-date information for the Council and its committees.

Some of the ongoing work activities that will continue to be developed by the committees in 2005 include:

- Oversize/overweight truck impacts (REAL)
- Pavement management incentive program (Local Transportation Finance)
- Best management practices (Infrastructure and Management (IM))
- Local input into *Connections 2030* (IM)
- Education and outreach (E & C)
- Coordination with WisDOT Secretary and management (Executive)

These and other issue areas that may be identified later will provide the focus for the Council's continuing work to improve the quality of Wisconsin's local roads and streets.

While the Council's work efforts this past year have resulted in some major achievements, none of these would have been possible without the strong partnerships that have been developed and maintained over the course of these projects. I believe that the strength of the LRSC lies in its unbiased approach to the issues that it addresses, and in its ability to work with various interests to achieve a positive outcome for the betterment of the local roads and streets' system. I also believe that this continued approach will result in further accomplishments that will continue to strengthen state and local partnerships for improved service to local road users in the state. As the saying goes, "success speaks for itself." ▲

## Secretary's message

*Continued from page 3*

workers, 94,000 more licensed drivers, and 122,000 more registered vehicles in 2003 as compared to the previous year.

The fact that there are more vehicles and more drivers on Wisconsin roadways comes as no great surprise, but it does provide another opportunity to stress the need for everyone to drive courteously and safely. Currently, Wisconsin's highway death toll for 2004 is holding around the five-year average. Despite this bit of good news, traffic fatalities in our state and nation remain unacceptably high and reflect the ongoing need to remind all motorists to buckle-up and slow down. And our concerted efforts to emphasize and repeat this message are paying dividends: a recent statewide survey shows seat belt use in Wisconsin is now at the highest level ever recorded. The four-week June survey found that 72.4% of front seat occupants in Wisconsin motor vehicles were wearing safety belts. It represents the highest safety belt usage rate ever observed in Wisconsin and an increase of 2.6 percentage points over 2003's statewide seat belt use figure of 69.8%.

It's further evidence that no matter what the issue, collectively we can make a positive difference. This is an important message to keep in mind as the overall demands on our roadway system grow, and as solutions to address those needs grow increasingly complex. At WisDOT, we will continue to rely on our many public and private sector partners, including the valuable input we receive from the LRSC, to help guide Wisconsin's transportation future. ▲

## The Council salutes LaVerne Grunwald



When LaVerne Grunwald passed away in August of this year, the state lost a tireless advocate and steadfast representative of local government. Former WisDOT Secretary Chuck Thompson appointed LaVerne to the LRSC when it was created in 1995. LaVerne helped develop the vision and role of the Council in the early stages of the organization, and was an active, valued member until his retirement in 2003. The Council salutes LaVerne for his years on the LRSC, and would like to recognize his lifetime dedication to public service.

LaVerne worked for the City of Appleton for 25 years and was Chair for the Town of Caledonia, Waupaca County, for 24 years. He was Chair of the Waupaca County Towns Association from 1995–2003 and was elected to the Wisconsin Towns Association Board of Directors, representing District 4 from 1995 to 2003. LaVerne was a member of the National Association of Towns and Townships and was appointed by then Governor Tommy Thompson in 1996 to represent Waupaca County as a member of the East Central Wisconsin Regional Planning Commission. The list of his accomplishments and affiliations goes on and on.

LaVerne enjoyed working with the public and understood local government and politics. He was well known and respected around the state for his experience, candor and honest opinion. Recognizing the importance of considering all sides of an issue, he would always listen intently; and his response was straightforward, sincere, and usually right on the mark. LaVerne will be greatly missed. ▲



## WISLR Computer Based Training available

A Computer Based Training (CBT) test pilot for WISLR is currently underway with WisDOT staff and local government officials, including Local Roads and Streets Council member Marilyn Bhend.

The training was presented at the Wisconsin Towns Association Annual Convention in Appleton. WISLR staff was present to distribute complimentary CDs; answer questions about pavement rating submissions, and gave a presentation about the CBTs along with the rudimentary pavement needs analysis tools.

Each CD contains the following three training modules:

- On/At Instructions
- On/At Quiz
- Log in and Navigate

The CBTs help teach users how to gain access and navigate in WISLR, and about the On/At Linear Reference Method used when locating roadway data in WISLR. On/At is used in pavement management systems such as PASERWARE, and for WisDOT programs such as the Local Roads Improvement Program (LRIP). New CBT modules are currently in development, including how to use WISLR's Geographic Information System (GIS) maps, along with other WISLR features.

Computer Based Training is an inexpensive, efficient method of providing training on compact disc so that users can have fast, easy access to information they need about WISLR. The use of CBT modules is beneficial to WISLR users since no travel is necessary to access training, plus it enables them to re-take any module at will.

For additional information, please contact via e-mail: [wislinfo@dot.state.wi.us](mailto:wislinfo@dot.state.wi.us)

## Now available: WISLR Pavement Analysis Tools

WisDOT is pleased to announce that WISLR Rudimentary Needs Analysis Tools are now available for local government use. WISLR Pavement Analysis uses pavement-rating data submitted by local governments to provide rudimentary estimates of both capital and maintenance improvement needs. Specifically, WISLR Pavement Analysis provides:

- Estimates of capital and maintenance needs for pavement.
- A Roadway List showing roadways that indicate need.
- Pavement condition information by pavement type and functional classification.
- Condition frequency information (percentage of pavement in specified condition ranges).
- Mapping of need location and condition information. To obtain more accurate need estimates, local governments are able to change the unit cost estimates used in WISLR to reflect costs that are representative of local pavement maintenance and improvement practices.

At this time, only official representatives of local government will be able to run WISLR Pavement Analysis. To obtain instructions on how to gain local government access to Pavement Analysis, please go to the WISLR Pavement Analysis Menu in WISLR. The Web site can be accessed at <https://trust.dot.state.wi.us/wislrl/>. ▲

## Traffic Signing and Marking Enhancement Grant projects approved statewide

Brighter pavement markings and larger and brighter signs are on their way. On August 18th Governor Jim Doyle announced 67 awards totaling over \$1.8 million statewide that will enhance the visibility of traffic signs and roadway markings throughout the state to assist older drivers and pedestrians. WisDOT's Local Roads area is administering the awards through the Traffic Signing and Marking Enhancement Grants Program (TSMEGP).

Awards range in size from a \$172,500 grant to Polk County to replace damaged and faded road signs at various locations, to a \$566 grant to Marathon County's Town of Brighton to install larger signs and stop signs near a cemetery. Projects were awarded in every transportation district in the state. Project awards are capped at 75% of the project costs at the time of application, and the local units of government are responsible for the remainder.

Eligible projects include brighter pavement markings such as centerlines, edge lines, cross walks or lane use arrows, and increasing the brightness and/or size of road signs. A listing of the individual awards and amounts can be found at: <http://www.dot.wisconsin.gov/localgov/highways/docs/signing-recipients.pdf>.

For additional information, please contact statewide Program Manager Michael Erickson at (608) 266-0194 or via e-mail at [michael.erickson@dot.state.wi.us](mailto:michael.erickson@dot.state.wi.us). ▲

## Questions

Please e-mail the council with your questions at [lrsc@dot.state.wi.us](mailto:lrsc@dot.state.wi.us), or contact: Don Kush, Council Chair, at (715) 836-2918 or via e-mail at [dkush@wcwrpc.org](mailto:dkush@wcwrpc.org) or contact Mary Forlenza, WisDOT Local Transportation Program and Finance Chief and LRSC Staff Chair at (608) 264-8724 or via e-mail at [mary.forlenza@dot.state.wi.us](mailto:mary.forlenza@dot.state.wi.us)





## Calendar of events

Below are meetings and training events related to the local road network in Wisconsin. Please submit events for inclusion in future LRSC newsletters to [lrsc@dot.state.wi.us](mailto:lrsc@dot.state.wi.us)

**Local Roads and Streets Council meetings** are held every other month in the city council chambers in Wisconsin Rapids beginning at 9 a.m. The remaining 2004 schedule includes a meeting on December 2. Interested people are invited to attend council meetings. Various LRSC Committee meetings are also typically held every other month in locations around the state. Contact WisDOT's Kathryn Andren via e-mail at [kathryn.andren@dot.state.wi.us](mailto:kathryn.andren@dot.state.wi.us) or (608) 267-0448 to confirm meeting dates and times.

### 2004–2005 Local Government Center WisLine Series

#### Issues affecting local government officials

**November 9, 2004:**

##### Local Government Aid Formulas

Learn about the history of the state's shared revenue program, its evolution, the most recent formula, and proposed changes to the program. The general transportation aid formula will also be featured. Jason Helgersen, Department of Revenue; Rod Clark, Department of Transportation; Rick Stadelman, Wisconsin Towns Association, Dan Thompson, League of Wisconsin Municipalities; and Mark O'Connell, Wisconsin Counties Association.

#### Local transportation issues

**November 11, 2004**

##### Estimating and Bidding Local Road Projects

Learn how to estimate material quantities and prepare bid forms for small road projects. Examples include: asphalt overlays; aggregate base; chip seals and crack sealing. You will receive sample bid documents and practice estimating quantities. Moderator, Don Walker, Transportation Information Center. The presenter is Scot Schwandt, Wisconsin Asphalt Pavement Association.

**December 9, 2004**

##### WISLR and PASERWARE 3.0

This session will review the results of the local road condition ratings submitted by local governments and describe some new training opportunities for local officials to learn how to access and use the WISLR data. Examples of the analysis that local governments can perform using WISLR will be presented along with some statewide analysis. The new features of PASERWARE 3.0 will be discussed and PASERWARE 3.0 training opportunities will be presented. Moderator, Steve Pudloski, Program Director, Wisconsin Transportation Information Center. The presenters are Susie Forde, Chief, Data Management Section, Wisconsin Department of Transportation (WisDOT) and Joe Nestler, Chief, Program Development Section, WisDOT.

**January 13, 2005**

##### Local Transportation Funding

Receive the latest information on state and federal funding of programs for local projects. Review funding options, hear about recent changes, discuss example projects that effectively utilize funding programs and ask questions about funding opportunities and issues. The moderator is Ben Jordan, Transportation Information Center. The presenters are Scott Bush and Steve Coons, WisDOT.

##### Registration Information

Registration forms may be obtained from your local county University of Wisconsin-Extension Office. Registration questions may be addressed via e-mail at [lqc@uwex.edu](mailto:lqc@uwex.edu) or at (608) 262-9960.

#### Public Works Fall Conference

**November 3–5, 2004:** American Public Works Association-Wisconsin Chapter Fall Conference, Fond du Lac. Please contact Mark Lentz at (920) 929-3343 or via e-mail to [mlentz@ci.fond-du-lac.wi.us](mailto:mlentz@ci.fond-du-lac.wi.us) for questions or go to the APWA Web site for the Wisconsin chapter at <http://www.wisconsin.apwa.net>

#### PASERWARE 3.0 Training

PASERWARE 3.0 will be released this November in a series of one-day training courses that will begin in November and thru December. Only training participants will receive the version 3.0 CD and user's manual.

##### 2004 dates and locations

November 9 ..... Green Bay  
November 10 ..... Rhinelander  
November 11 ..... Stevens Point  
November 17 ..... Menomonee Falls  
November 18 ..... Barneveld  
December 14 ..... Eau Claire  
December 15 ..... Tomah  
December 16 ..... Cable

##### More information

Please contact the University of Wisconsin-Transportation Information Center at (800) 442-4615 or via e-mail at [tic@epd.engr.wisc.edu](mailto:tic@epd.engr.wisc.edu).

#### Bridge Maintenance on Local Roads

Practical maintenance and repairs, techniques to preserve bridges, planning for emergencies, inspection tips for culverts and small bridges, and information on local bridges are among the issues to be covered in a series of one-day training courses that will begin in November and run thru December.

##### 2004 dates and locations

November 30 ..... De Pere  
December 1 ..... Waukesha  
December 2 ..... Barneveld  
December 6 ..... Rhinelander  
December 7 ..... Cable  
December 8 ..... Eau Claire  
December 9 ..... Tomah

##### More information

Please contact the University of Wisconsin-Transportation Information Center at (800) 442-4615 or via e-mail at [tic@epd.engr.wisc.edu](mailto:tic@epd.engr.wisc.edu).